

CLUB
WHISKY
\$14.00 PER DOZEN.
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

"HARD LIX JARIS" 1900
The Highest Possible Award.
**JOSEPH
GILLOTT'S
PENS.**
Of Highest Quality, and having
Greatest Durability, are there-
fore CHEAPEST.
The Only Award Chicago, 1893
[a292]

No. 14,665 號五十六百四千一第 日肆初月三年十三緒光 HONGKONG, SATURDAY, APRIL 8th, 1905. 陸拜禮 號捌月四年五零百九千一英港香 PRICE, \$3 PER MONTH.

**A POWERFUL
DISINFECTANT.**
**WATSON'S
HYGIENOL**
**A. S. WATSON & CO.
LIMITED.**
THE HONGKONG DISPENSARY.
[a1365]

**CUTLER, PALMER
& CO.'S**
Price \$10 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong. [a56]

**THE WINE GROWERS'
SUPPLY CO.**



Direct Importers of Wine, Beer and Spirits
from well-known Growers, Brewers and
Distillers. First List on application.
FABRIZIO & CO., Agents,
[a54] Nos. 22 & 24, Bank Buildings, Queen's Rd.
GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a2866]

NOTICE.

THE TERMINUS STORES,
GENERAL STOREKEEPERS, COMPRADORS,
COMMISSION AGENTS.

MOST respectfully beg to inform the
Public that they have opened a Store
in this Colony at Nos. 60 and 61, ELGIN
ROAD, KOWLOON, under the Style of the
Terminus Stores and are prepared to accept all
kinds of orders, which will be attended to and
executed in the shortest time, and earnestly hope
to be favoured with the kind Patronage of the
Public.
Hongkong, 9th March, 1905. [a660]

**"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO**

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desiring of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Heungshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
[a241] **THE MANAGER.**

**MACAO
AND
CANTON
HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.
WM. FARMER,
Proprietor.
[a586]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

	Per Case.
BRANDY ****	\$22.50
" ***	20.00
" **	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS. [a54]

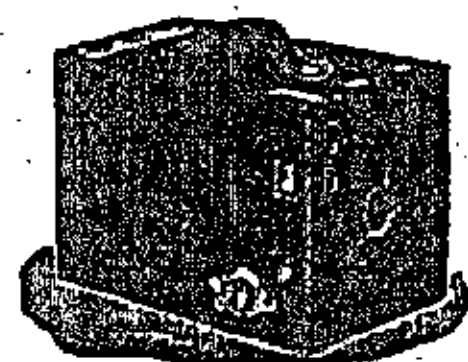
**THE
LAHMEYER ELECTRICAL CO., LD.**

ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a54]

PHOTO SUPPLIES

**DEVELOPING
AND PRINTING
GOOD WORK.
PROMPT
RETURN**



UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS

LONG HING & CO.,

PHOTO GOODS STORE.

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 15th August, 1904. [a39]

**ALARMING INCREASE
IN BALDNESS!!!**

and all other derangements of the Hair, such as Scurf, Dandruff, Scanty Partings, Falling Hair,
Premature Greyness, &c., &c.

A REMEDY OFFERED.

which possesses all the elements that go to produce a good head of hair. Its powerful, stimu-
lating properties go straight to the hair roots—giving them a life and vigour they never know
before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will
assuredly do all this for YOU, as it has done for thousands of others.

WILSON'S HAIR WASH.

THE GREAT HAIR PRODUCER AND RESTORER.
The Finest Dressing. Specially Prepared and Delicately Perfumed.
A Luxury and a Necessity to every Modern Toilet.

WATKINS LIMITED,

CHEMISTS AND DRUGGISTS,

AND

ABRATED WATER MANUFACTURERS,

(Crown Brand.)

APOTHECARIES HALL, HONGKONG. [a38]

CALDBECK MACGREGOR & CO.



Telephone No 75.

Hongkong, 1st April, 1905. [a37]

WINE AND SPIRIT

MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR:—

**BRINSMEAD, STEINWAY, BROADWOOD, COLLARD &
COLLARD, CHALLEN, DORNER, & C.**

All Instruments imported by us are SPECIALLY SELECTED and made for this climate
—the CASES are constructed of SOLID SEASONED wood, and the internal mechanism is
made from the best materials only.

We have the longest experience in the Piano Trade of any dealers in the East, and are
satisfied that Pianos made at home are infinitely superior to any constructed by makers in the East.
TUNING and REPAIRING attended to by experienced European Assistants.

LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & CO.

Hongkong, 22nd March, 1905. [a56]

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Pea" WHISKIES at \$13.
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at \$22.
Stop drinking rank, Smoky Stuff, because "it comes through the SODA."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor
Once tried, preferred to all others. Sole Agents for Hongkong:

F. BLACKHEAD & Co.

JOHN ROBERTS & COMPANY, LTD.

BILLIARD TABLE MAKERS.

BOMBAY.

Undertake to Supply a First-class full sized Billiard Table, design No. 1, to following Specifica-
tion, viz: on Eight Massive turned Legs, raised panels to Knees, Carved Brackets, Screwed
Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our
new low set Express Cushions, patent invisible Pocket Plates, best Whipcord Poolsets, Six Chalk
Cups, Superfine West of England Cloth, and patent adjusting toes with lever for levelling
complete with the following accessories:—

- | | |
|---|--|
| 12 Selected Ash Cues | 1 Wall Cue Rack. |
| 1 Butt Rest with Patent Brass Head. | 1 Wall Butt Rack. |
| 1 Billiard Rest with Patent Brass Head. | 1 Set Billiard Rules, Framed. |
| 1 Long Butt. | 1 Best Billiard Brush. |
| 1 Mid Butt. | 1 Set "Crystalate" or "Boazoline" Bill. Balls. |
| 1 Billiard Marking Board. | 1 Box Best Cue Tips, Assorted. |
| 1 Dust Cover for Table. | 1 Cue Tip Fastener with File. |
| 1 Straightedge and 4 Circle. | 1 Bottle Cue Cement. |
| 1 Best Spirit Level. | 1 Box Silk Spots. |
| 1 Smoothing Iron with Shoe. | 2 Dozen Best White Chalk. |

Packed and delivered free on Bear Hongkong or Shanghai Harbour for the sum of Rs. 1,400
net.

Illustrated price lists giving prices and particulars of everything pertaining to billiards can
be had on application from the Offices of this paper.
Hongkong, 1st April, 1904. [871-1]

A. TACK & CO.

26, DES VŒUX ROAD CENTRAL, HONGKONG.

FURNITURE, FURNISHINGS & PHOTOGRAPHIC GOODS

OF EVERY DESCRIPTION.

EASTMAN'S KODAKS & FILMS.
"PRIMUS" CAMERAS & ACCESSORIES.
ILFORD PLATES & PAPERS.
"PRIMUS" DEVELOPERS & CHEMICALS.
PRINTING & DEVELOPING UNDERTAKEN. [a46]

JAPAN COALS.

**MITSUI BUSSAN KAISHA
(MITSUI & CO.)**

HEAD OFFICE.—1, BURGESS-CHO, TOKYO.
LONDON BRANCH.—34, LIME STREET, E.C.
HONGKONG BRANCH.—PRINCE'S BUILDINGS, ICE HOUSE STRAITS.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Norohwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchinotsu, Sasebo, Matsuyama, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Honda, Kanada, Fujinokura, Mamada, Mannoura, Onoura Otsuji
Sasabaru Tsukuro, Yoshizaki, Yoshio, Yonokura, and other Coals.

S. MINAMI, Manager, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW VIEW BOOK OF HONGKONG—24 VIEWS	NEW STOCK.
THE PRODIGAL SON, by HALL	EXTRA STRONG BOND 9999 NOTE PAPER.
CAINE	OLD COLONY LINEN BANK NOTE PAPER
The Goss of the East, by Savage Landor;	AND ENVELOPES TO MATCH.
2 Vols.	OLD COLONY LINEN NOTE PAPER AND
A Secret Agent in Port Arthur	ENVELOPES, DUCHESSE SIZE,
Scott's Stamp Catalogue 1905	WHITE AND BLUE.
New Map of Kwang-Tung Province	GENTLEMEN'S BOOTS AND SHOES, PLACE OF
A Diary of the Russo-Japanese War	BROWN, BEST ENGLISH MAKE.
with Maps and Illustrations; Parts	NEW WINDSOR FOUNTAIN AND
1 to 20 at	STYLOGRAPHIC PENS.
Confessions of a Young Man, by Geo.	THE BEST EGYPTIAN CIGARETTES:
Moore	SULTAN'S \$2.00; PASHA'S \$2.50 PER 100.
Man's Place in the Universe, by Wallace	CONSTANT FRESH SUPPLY.
Three Dukes	[a35]
Apples of Eden, by Thurston	
Great Pictures in Private Galleries; Part 2.	
Port Arthur, Three Months with the	
Besiegers, by Villiers	

**BLACK
BERRY
BRANDY**

Per Bottle \$2.50
" " " " " 1.60

H. PRICE & CO.,
12, Queen's Road.

INSURANCE

THE STANDARD LIFE OFFICE.

(Established 1825.)

Funds nearly

\$11,000,000.

BEFORE assuring elsewhere compare the
Standard's rates with those of other
Companies.

DODWELL & CO., LD.,

Agents

HOTELS.

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel
residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon/Tea Rooms.

Ladies' Cloak Rooms.

Maître in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,

Acting Manager.

**THE
PEAK HOTEL.**

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET. [a668]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.
Hongkong, 10th June 1903. [a189]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near

the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water

throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the

MANAGER.
Hongkong, 31st October, 1902. [a49]

CARLTON HOUSE

HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Entract and the Waverley Hotel,
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.

Cool Rooms, Comfort of Residents, and the
cuisine a specialty.

Apply to—

THE MANAGER.

Hongkong, 7th October, 1904. [a49]

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS AND CROCKERY

WARE, &c., &c.; and FOOCHOW

LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1905. [a22]

1. *Journal of the American Medical Association*, 1997; 277: 1033-1036.

SHIPPING.

ARRIVALS.
 BONAVENTURE, 3,120, H. H. Torrey, 7th April, Honolulu 18th March.
 EIGER, Norwegian str., 8.5, Chr. Rafen, 7th April, Chinkung 3rd April, Rice and Groundnuts, Samsen & Co.
 ELISABETH, German str., 997, G. Gotsche, 7th April, Hongkong 14th March, Rice and Wood, Butterfield & Swire.
 KAIFONG, British str., 1,310, B. Finlayson, 7th April, Cebu and Cebu 3rd April, General.
 N. COLOMBIA, German str., 1,370, A. Wagner, 6th April, Portland and Moji 1st April, General.
 SPIN, Norwegian str., 870, A. Stein, 6th April, Salga 31st March, Rice, Asgard, Thomson & Co.
 TAINING, British str., 1,350, A. W. O'Connell, 7th April, Moji 1st April, General.
 WILLIAM, German str., 4,751, Ph. O'Brien, 6th April, Yokohama, Kobe and Moji 2nd April, General, Molchers & Co.

DEPARTURES.
 AT THE HARBOR MASTER'S OFFICE.
 7th April.
 Carl Menzell, German str., for Taku.
 Eiger, Norwegian str., for Canton.
 Helene, German str., for Hainan.
 King George, British ship, for Newcastle.
 Rabi, British str., for Manila.
 Schuykhill, British str., for Singapore.

DEPARTURES.
 7th April.
 COROMANDEL, British str., for Shanghai.
 DI. H. K. K. K., Norwegian str., for Shanghai.
 HAINAN, British str., for Swatow.
 HILARY, German str., for Swatow.
 KOWLOON, German str., for Manila.
 KOWLOON, British str., for Shanghai.
 NORD, Norwegian str., for Batavia.
 PUSCHAN, German str., for Saigon.
 TILMAN, British str., for Saigon.
 WILHELM, German str., for Sydney.

SHIPPING REPORTS.
 The British str. *King George* reports: Moderate N.E. wind and sea and one throughout.
 The German str. *Nicolaus* reports: Very bad passage from Portland to Yokohama. After bulwarks stove in by sea.
 The German str. *Hilary* reports: Since leaving Moji we had light till strong N.E. winds, overcast, some fine rain. Rough till moderate sea.

VESSELS IN DOCK.
 7th April.
 ABERDEEN DOCK.—U.S.S. Bainbridge.
 KOWLOON DOCK.—U.S.S. Decatur, Brua, Ka-pun, U.S.S. Barry, U.S.S. Wacongan, Laigang, H.M.S. Andromeda, H.M.S. Fame, Cosmopolitan Dock.—Samsen, Kohichang.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, LONDON, PLYMOUTH AND LONDON THROUGH BRITISH PORTS. LADING ISSUED FOR BATAVIA, CEYLON, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE "NUBIA."

Captain F. N. Tiltard, carrying His Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 8th April, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "CHINA," 7,912 tons, from Colombo, "Pasenger's" accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the B.M.S. "Caledonia," due in London on the 20th May, 1905.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 L. S. LEWIS, Acting Superintendent.
 Hongkong, 27th March, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at TILMAN, Port Darwin and QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"AUSTRALIAN."
 Captain McArthur, will be despatched for the above ports TO-DAY, the 8th April, at Noon. This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A daily qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 18th March, 1905.

FOR MARSEILLES, LONDON AND ANTWERP.
 VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Buchanan Line Steamship

"BAROTSE."
 Captain A. Lee, will be despatched as above on SUNDAY, the 10th inst., at 4 p.m.
 For Freight, apply to
 NIPPON YUSEN KAISHA, Agents.
 Hongkong, 5th April, 1905.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"HUDSON."
 Captain Burnett, sailing hence on or about April 25th.
 For Freight & further information, apply to
 STANDARD OIL COMPANY OF NEW YORK.
 Original Freight Department.
 4, Des Vaux Road, Central.
 Hongkong, 7th April, 1905.

VESSELS ADVERTISED AS LOADING

At least one anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of CALL.	NUBIA	Brit. str.	—	F. N. Tiltard	P. & O. S.N. Co.	To-day, at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	MANILA	Brit. str.	1 m.	H.G.H. Lowell, R.N.R.	P. & O. S.N. Co.	About 12th inst.
AMSTERDAM, LONDON & ANTWERP	MACHAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th inst.
AMSTERDAM, LONDON & ANTWERP	KABOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 9th May.
AMSTERDAM, LONDON & ANTWERP	DION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd May.
MARSEILLES, LONDON & ANTWERP, &c.	BAKOSHI	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst., at 4 p.m.
MARSEILLES, &c. via Ports of CALL.	TOKIN	Frans. str.	—	—	MESSAGERIES MARITIMES	On 18th inst., at 1 p.m.
BREMEN, via Ports of CALL.	PRINZ HEINRICH	Ger. str.	k.w.	P. Grosch	MELCHERS & CO.	On 12th inst., at Noon.
HAYRE, BEEMEN & HAMBURG	SUEVIA	Ger. str.	k.w.	Kruegel	HAMBURG-AMERICA LINE	On 10th inst.
HAYRE & HAMBURG	SIEBIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERICA LINE	On 1st May.
HAYRE & HAMBURG	SERDIA	Ger. str.	k.w.	Jacob	HAMBURG-AMERICA LINE	On 2nd May.
HAYRE & HAMBURG	SLAVONIA	Ger. str.	k.w.	Madson	HAMBURG-AMERICA LINE	On 16th May.
HAYRE & HAMBURG	SKOVIA	Ger. str.	k.w.	Schonsfeld	HAMBURG-AMERICA LINE	On 30th May.
HAYRE & HAMBURG	SKOGAMIA	Ger. str.	k.w.	Jaburg	HAMBURG-AMERICA LINE	On 13th June.
HAYRE & HAMBURG	C. F. LARSEN	Ger. str.	k.w.	von Hoff	SANDER, WIELER & CO.	On 1st May.
TRIESTE, &c. via SINGAPORE, &c.	LUISIA	Aus. str.	1 m.	Mistrorigo	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	ALCIBIOS	Brit. str.	—	—	DODWELL & CO., LD.	About 19th inst.
GENOA, MARSEILLES & LIVERPOOL	LAERTES	Brit. str.	—	—	STANDARD OIL CO.	About 25th inst.
NEW YORK via PORTS & SUEZ CANAL	LOWTHER CASTLE	Brit. str.	—	Burnett	TOMES & CO.	About 15th May.
NEW YORK via PORTS & SUEZ CANAL	HUBSON	Brit. str.	—	Habel	SHAW, TOMES & CO.	On 25th May.
NEW YORK via PORTS & SUEZ CANAL	ATHOLL	Brit. str.	k.w.	—	HAMBURG-AMERICA LINE	On 25th inst.
NEW YORK via SUEZ	NUBIA	Brit. str.	2 m.	E. V. Roberts	CANADIAN PACIFIC R. CO.	On 20th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	DODWELL & CO., LIMITED.	On 20th inst.
VANCOUVER, via SHANGHAI, &c.	SHAWMUT	Am. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst., at Daylight.
VICTORIA (B.C.) & TACOMA via JAPAN, &c.	TELEMACUS	Brit. str.	1 m.	Wagner	PORTLAND & ASIATIC S.S. CO.	On 2nd May, at Noon.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	NICOMEDIA	Brit. str.	—	Volmense	MELCHERS & CO.	To-day, at Noon.
PORTLAND, OREGON	PRINZ WALDEMAR	Ger. str.	—	McArthur	GIBB, LIVINGSTON & CO.	To-day.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	1 m.	C. E. Longden, R.N.R.	BUTTERFIELD & SWIRE	About 15th inst.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TEIPAN	Brit. str.	1 m.	A. Hansen	BUTTERFIELD & SWIRE	On 13th inst., at 8 a.m.
KOBE	KANSE	Brit. str.	1 m.	H. A. Haralson	OSAKA SHOSHEN KAISHA	On 13th inst.
CHIFFOO & TIENT-SIN	TRUMPET	Ger. str.	—	C. Moller	BUTTERFIELD & SWIRE	To-morrow, at 8 a.m.
SHANGHAI via SWATOW, AMOY & FOCHOW	WOOSUNG	Brit. str.	1 m.	C. Olsen	OSAKA SHOSHEN KAISHA	On 16th inst., at 8 a.m.
SHANGHAI	FEITHOP	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst., at 8 a.m.
TAMSU via SWATOW & AMOY	PROTEUS	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
TAMSU via SWATOW & AMOY	B. BORSBERG	Brit. str.	1 m.	A. H. Nodley	SHAW, TOMES & CO.	To-day, at 10 a.m.
AMOY, MANILA, CEBU & ILOILO	KALFONG	Brit. str.	—	T. W. Garlick	BUTTERFIELD & SWIRE	About 15th inst.
YANLIA via AMOY	BOVE	Brit. str.	1 m.	H. Rodger	DODWELL & CO., LD.	On 15th inst., at 10 a.m.
MANILA	TERMONT	Am. str.	—	Zwart	SHAW, TOMES & CO.	On 18th inst.
MANILA DIRECT	ZAPIRO	Brit. str.	—	—	JAVA-CHINA JAPAN LINE	On 11th inst., at 3 p.m.
BATAVIA, CHERIBON, SAMARANG &c.	TIJANAS	Dut. str.	—	—	JARDINE, MATHESON & CO.	On 12th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	—	CARLOWITZ & CO.	On 12th inst., at Noon.
BOMBAY via SINGAPORE & PENANG	CAPRI	Ital. str.	—	—	—	—

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO. OPERATING IN CONNECTION WITH THE STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON
 "NICOMEDIA" 4,370 Wagner April 11th, 1905.
 "NUMANTIA" 4,370 Bremer April 20th, 1905.
 "AEGONIA" 4,381 Bulle May 11th, 1905.
 "AEGONIA" 5,188 Schult May 30th, 1905.
 Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 29th March, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 19th April.
 R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 26th April.
 R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 10th May.
 R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 24th May.
 R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 31st May.
 Hongkong to London, 1st Class, via St. Lawrence 200, via New York 252.
 Intermediate on Steamers, " " 240, " " 242.
 and 1st Class Rail " " " "

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only a intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 W. CRADDOCK, Acting General Agent.
 Hongkong, 2nd April, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON-TOWHEAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	2,606	E. V. Roberts	Thursday, April 13th
TREMONT	2,606	T. W. Garlick	Tuesday, April 25th
LYRA	4,417	G. V. Williams	Monday, May 15th

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
 S.S. TREMONT 3,606 tons. T. W. Garlick. About 15th April.
 S.S. LYRA 4,417 tons. G. V. Williams. About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED, GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 11th March, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, BLACK SEA AND BALTIC PORTS; ALSO PORTS IN THE LEVANT, BALTIC, NEW ORLEANS, GALVESTON, LONDON, NEW YORK, BOSTON, BALTIMORE, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
 STEAMERS. SAILING DATES. 1905.
 PRINZ HEINRICH ... WEDNESDAY ... 12th April
 PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 26th April
 PREUSSEN ... WEDNESDAY ... 10th May
 ROON ... WEDNESDAY ... 24th May
 LYTEN ... WEDNESDAY ... 7th June
 ZIETEN ... WEDNESDAY ... 21st June
 GNEISENAU ... WEDNESDAY ... 5th July
 SACHSEN ... WEDNESDAY ... 19th July
 SACHSEN ... WEDNESDAY ... 2nd August
 SACHSEN ... WEDNESDAY ... 16th August
 PRINZ HEINRICH ... WEDNESDAY ... 30th August
 PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 13th September

ON WEDNESDAY, 12th day of the APRIL, 1905, at Noon, the Steamship "PRINZ HEINRICH," Captain P. Grosch, with MAILS PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till Noon on MONDAY, the 10th April. Cargo and Specials will be received on Board until 5 p.m., on TUESDAY, the 11th April. Parcels will be received at the Agency's Office until Noon on TUESDAY, the 11th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 11th April.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$25.
 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELOCHERS & CO., AGENTS.
 Hongkong, 30th March, 1905.

PENINSULAR AND ORIENTA STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, LONDON, PLYMOUTH AND LONDON THROUGH BRITISH PORTS. LADING ISSUED FOR BATAVIA, CEYLON, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

LONDON, &c. ... NUBIA ... F. N. Tiltard ... Noon, 8th April ... See Special Advertisement.

LONDON and ANTWERP ... MANILA ... About 12th April ... Freight and Passage.
 VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and H.G.H. Lowell, R.N.R.
 MARSEILLES ...
 YOKOHAMA via SHANGHAI, MOJI and KOBE ... About 15th April ... Freight only.
 (Passing through the Inland Sea) ... C. R. Longden, R.N.R.

For further Particulars, apply to
 L. S. LEWIS, Acting Superintendent.
 Hongkong, 4th April, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	A. H. Nodley	Manila via Amoy.	Sat., 8th April, 10 A.M.
ZAPIRO	2540	R. Rodger	Manila Direct.	Sat., 15th April, 10 A.M.

For Freight or Passage apply to
 SHEWAN, TOMES & CO., GENERAL MANAGERS.
 Hongkong, 3rd April, 1905.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEBANON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
 "CAPRI,"
 Captain Belsito, will be despatched as above on WEDNESDAY, the 12th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO., Agents.
 Hongkong, 1st April, 1905.

COMPAGNIE DES MESSEGERIES MARITIMES.
 FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, BOYT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
 "TONKIN,"
 Captain Churbaud, will be despatched for MARSEILLES on TUESDAY, the 13th April, at 1 p.m.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "ARMAND BEHC" ... 19th April.
 S.S. "DUMBEA" ... 16th May.
 S.S. "ERNEST SIMONS" ... 5th May.
 G. de CHAMPEAUX, Agent.
 Hongkong, 5th April, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG. 1905.
 "LOWTHER CASTLE" ... 19th April.
 "SAGAMI" ... 20th May.
 For Freight and further information, apply to
 DODWELL & CO., LD., Agents.
 Hongkong, 3rd April, 1905.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT) CALLING AT SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ AND PORT SAID.
 Taking Cargo at through rates to the BRITISH, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship
 "TRIESTE,"
 Captain Mistrorigo, will be despatched as above on MONDAY, the 1st May.
 For information as to Passage and Freight apply to
 SANDER, WIELER & CO., Agents.
 Hongkong, 1st April, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

NEW YORK VIA PORTS AND SUEZ CANAL. LIBERTY TO CALL AT THE MALABAR COAST.
 PROPOSED SAILINGS.
 S.S. "ATHOLL" ... About 15th May.
 S.S. "NORDPOL" ... About 15th June.
 For freight and further information apply to
 SHEWAN, TOMES & CO., General Agents.
 Hongkong, 8th April, 1905.

HONGKONG-MACAO LINE.
 S.S. "WING CHAI,"
 Captain T. Austin, R.N.R.
 This Steamer departs from Hongkong, on Week Days, at 8 a.m., and on Sundays, at 8.30 a.m.; Departs from Macao on Week Days at 2.30 p.m., and on Sundays at 6.30 p.m.
 Passengers (week days) 1st Class (including cabin and servant), single \$3, Return Ticket \$5.
 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Steerage 10 cents.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so on the following day (Monday) on production of the Return Half Ticket. Should the steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
 The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
 MING ON & CO.
 2nd Floor, 16, Victor Street.
 Hongkong, 7th October, 1904.

NOTICE TO KOWLOON RESIDENTS.
 EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTENBERG'S KOWLOON STORE, No. 35, Elgin Road.
 Price 15 cents per copy each.
 Hongkong, 22nd December, 1902.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"LAERTES"	On 8th April.	
GLASGOW and LIVERPOOL	"CHINGWO"	On 15th April.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 17th April.	
GLASGOW and LIVERPOOL	"DIOMEDE"	On 21st April.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 23rd April.	
GLASGOW and LIVERPOOL	"DEUCALION"	On 25th May.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 11th April.	
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.	
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 25th April.	
AMSTERDAM, LONDON and ANTWERP	"LAERTES"	On 30th May.	
GENOA, MARSEILLES and LIVERPOOL	"DIOMEDE"	On 23rd May.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS"	On 20th April.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th March, 1905.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 8th April.	
AMOI, MANILA, CEBU and ILOILO	"KAIFONG"	On 10th April.	
MANILA	"KANG"	On 11th April.	
SHANGHAI	"WOOSUNG"	On 13th April.	
CHEFOO and TIENTSIN	"KANSU"	On 20th April.	
KOBE	"TSINAN"	On 25th April.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th April, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 10th April. Freight.
Capt. Knudsen		
SILFVIA	HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 20th April. Freight & Passengers.
Capt. Bahr		
SERBIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st May. Freight.
Capt. Jacob		
SLAVONIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 2nd May. Freight & Passengers.
Capt. Madsen		
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 16th May. Freight.
Capt. Schoenfeldt		
SENEGAMBIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 30th May. Freight.
Capt. Jager		
C. FERD. LABERZ	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 13th June. Freight.
Capt. von Hoff		
NUBIA	NEW YORK via SUEZ (with liberty to call at the Malabar coast)	On 25th May. Freight.
Capt. Habel		

* Special attention of intending Passengers is drawn to the splendid accommodation of these
steamers. Saloons and cabins amply lighted throughout by electricity.
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

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NDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
"SINGAPORE, PENANG & CALCUTTA"	"LAISANG"	Tuesday, 11th April, 3 P.M.	

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to—
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 4th April, 1905.

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUJI via SWATOW AND AMOI	"FRITHJOF"	SUNDAY, 9th April, at 8 A.M.
SHANGHAI via SWATOW AND AMOI	"TRIUMPH"	THURSDAY, 13th April, at 8 A.M.
TAMUJI via SWATOW AND AMOI	"PROTEUS"	SUNDAY, 16th April, at 8 A.M.
ANPING via SWATOW AND AMOI	"B. BJORNSEN"	WEDNESDAY, 19th April, at 8 A.M.

On account of the present state of political affairs, all the Company's new steamers have
been requisitioned for transport service, and the above-named chartered steamers have been
secured instead for maintenance of the Company's coastal services. As soon as the state of
affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Voeux Road Central.
T. ARIMA, Manager.

Hongkong, 7th April, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, via CHEFOO or CHIN-WAN-TAO, to DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDIAVELLI"	Captain S. Callington.
S.S. "CRANLEY"	Captain J. W. Martin.
S.S. "KIBAL"	Captain W. B. Steele.
S.S. "ASCOT"	Captain M. Robertson.
S.S. "SIKH"	Captain C. E. Cox.
S.S. "INKULA"	Captain J. Rowley.
S.S. "KATHERINE PARK"	Captain Dean.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 10th February, 1905.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with LINE
CHINA STEAM NAVIGATION CO.'s fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan
No. 10, Des Voeux Road Central.

NOTICES TO CONSIGNEES
S.S. "ARMAND BEHIC"
COMPAGNIE DES MISSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London & S.S.
Bagdad, in connection with the above Line,
are hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risks into the
Godowns of the Hongkong Kowloon
Wharf and Godown Co., Ltd., at Kowloon,
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before Noon, To-day, the 8th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Monday, the 10th April, at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 10th April, or they will not be recognised.
All damaged packages will be examined on
Monday, the 10th April, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd April, 1905.

FROM ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"EAS ROWA."

Captain Bennett, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before To-day,
the 1st inst.

Any Cargo impeding her discharge will be
landed on To-day, the 1st inst., at the
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

All Claims must be presented within ten days
of the steamer's arrival, hereafter which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 8th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st April, 1905.

OCEAN STEAMSHIP COMPANY, LIMITED,

AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"JASON."

are hereby notified that the Cargo is being
discharged into Craft, and landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 4th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival
to be left in the Godowns, where they will be
examined at 11 A.M. on the 10th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 10th inst., will
be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before the
10th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th April, 1905.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "REVALDER,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 11th inst., will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
11th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th April, 1905.

SHIPPING IN PORT.

STEAMERS.

ANDRE RICKMERS, German str., 1920, H.
Kohn, 5th April.—Bangkok 20th March.
Hoo and Wood.—Melchers & Co.
BOONAB, Norwegian steamer, 1982, H. S.
Gullikson, 16th March.—Chinking 11th
March, General.—Order.
BOURBON, French str., 991, Sisco, 5th April.—
Saigon 1st April, Rics.—Chinese.
CAPRI, Italian str., 2717, G. Bolito, 6th April.—
Singapore 30th March, General.—Car-
lowitz & Co.
CARL MEYER, German str., 983, G. Corn-
and, 6th April.—Singapore 30th March,
Timber.—East Asiatic Trading Co.
CHINGTU, British str., 145, J. McD. Hewie,
6th April.—Kobe 31st March, General.—
Butterfield & Swire.
DAVY, Norwegian str., 889, Abrahamson, 2nd
April.—Penarth 3th Feb., Coal.—Angard.
Thorson & Co.
DR. H. J. KIER, Norw. str., 691, Larsen, 1st
April.—Hull 30th March and Hoihow 31st March,
General.—A. R. Martz.
ERNA, German str., 96, Torsell, 16th March.—
Germany 1st January, General.—Order.
FRITZJOF, Norw. str., 891, H. A. Haraldsen,
5th April.—Tamsui via Amoy and Swatow
5th April, General.—Osaka Shosen Kaisha.
GIANG BEE, British str., 1198, J. G. Felt,
4th April.—Kobe 30th March, General.—
Order.

GERMANIA, German str., 1713, Petersen, 4th
April.—Tours 1st April, Coal.—Jensen
& Co.
GERMANIA, German str., 1400, H. Flugel, 26th
March.—Sydney 9th Feb., Copra.—Sten-
sen & Co.
GLASGOW, British str., 2399, W. T. Larkin,
5th April.—Singapore 31st March, Gen-
eral.—Chinese.
HAIMUN, British str., 638, A. J. Robson, 6th
April.—Swatow 5th April, General.—
Douglas Laiprak & Co.
HELENE, German str., 771, J. Jensen, 6th April.—
Swatow 5th April, General.—Jensen
& Co.

HILARY, German str., 1274, Fred. Ziegler, 3rd
April.—Penarth 10th Feb., Coal.—Order.
KHALI, British str., 3490, Robertson, 10th Feb.—
Durban 17th January, Ballast.—Gibb,
Livingston & Co.
KEONWAI, German str., 1115, W. Moller-
mann, 3rd April.—Bangkok 28th March.
Ries.—Norddeutscher Lloyd.
KING ROBERT, British str., 2516, E. M.
Saunders, 2nd April.—Kobe 26th
March, Coal.—Mitsui Bussan Kaisha.
KOHCHANG, German str., 1266, C. Gessowich,
3rd April.—Swatow 2nd April, General.—
Butterfield & Swire.
KOWLOON, German str., 2320, Stehr, 30th Mar.—
Chinking 27th Mar., General.—Siem-
sen & Co.
KOWLOON, Chinese str., 1474, R. Lincoln,
2nd April.—Shanghai 30th March, Gen-
eral.—Chinese.

LAISANG, British str., 2225, Lake, 3rd
April.—Calcutta and Straits 28th March,
General.—Jardine, Matheson & Co.
LENNOX, British str., 2367, F. McNeil, 4th
April.—Kantai 31st March, Coal.—Dol-
well & Co.
LISA, Swedish str., 998, H. Hornsbl, 2nd April.—
Chinking 29th Mar., General.—Sander,
Wider & Co.
LONGONO, British str., 1092, G. S. Walcott,
3rd April.—Manila 31st March, General.—
Jardine, Matheson & Co.
LOTHIAN, British str., 3711, J. C. Williamson,
12th Feb.—Port Natal 15th Jan.—Dudwell
& Co.

LOTAL, German str., 1528, L. Foreman, 6th
April.—Sourabaya via Labuan 21st March.
Sugar and General.—Sander, Wider & Co.
MATHILDA, Norwegian str., 2210, Harald
Tunvig, 5th April.—Kantai 31st March,
Coal.—Mitsui Bussan Kaisha.
MERCEDES, British str., 2925, G. S. McGregor,
2nd March.—Weihaiwei 25th February.
Admiralty.

NORSE, Swedish str., 1372, A. E. Sandberg, 2nd
April.—Moj 25th March, Coal.—Order.
NURIA, British str., 3845, F. N. Thlard, 6th
April.—Shanghai 4th April, Mails and
General.—P. & O. S. N. Co.
PITBANULOK, German str., 1276, C. Fuchs,
5th April.—Bangkok 28th March, Rics and
Timber.—Butterfield & Swire.
POLUNA, Norwegian str., 779, C. Stensden,
14th March.—Rajong 7th March, Timber.
—Order.

POSHAN, German str., 1799, P. Lomke, 24th
March.—Moj 18th March, Coal.—Jensen
& Co.
RUBI, British str., 1811, A. H. Notley, 4th
April.—Manila 1st April, General.—
Shevan, Tomes & Co.
SARAS, German str., 992, Rawaldt, 31st
March.—Bangkok and Kolsichang 24th
March, Rice.—Melchers & Co.
SCHEERSTADT, British str., 3343, R. Nicholas,
6th April.—Shanghai 2nd April, General.—
Standard Oil Co.

SHANTUNG, British str., 1740, Robinson, 4th
April.—Hongkong 1st April, Coal.—Butter-
field & Swire.

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and all other skin diseases. It is a cure
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Gout, and all other internal diseases. It is
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skin. It is a cure for all diseases of the
internal organs. It is a cure for all
diseases of the system. It is a cure for
all diseases of the body. It is a cure for
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all diseases of the body, mind, and soul.

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such as Rheumatism, Gout, and all other
internal diseases. It is a cure for all diseases
of the blood and skin. It is a cure for all
diseases of the internal organs. It is a cure
for all diseases of the system. It is a cure
for all diseases of the body. It is a cure for
all diseases of the mind. It is a cure for
all diseases of the soul. It is a cure for
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THE CAMPAIGN OF 1905.

(BY THE TIMES MILITARY CORRESPONDENT.) Unless diplomatic interferences, the coming campaign promises to exceed in magnitude and to surpass in dramatic interest the great events of the past year.

The broad lines of Russian strategy are not for Russia to choose; they are dictated by the circumstances of her situation.

The main Russian army is still and more than ever numerically formidable. Reduced to some 250,000 men by the losses incurred in the battle of Hoi-kou-tai, it can rely upon a constant stream of reinforcements provided the railway remains efficient and secure. The troops now in course of transport are expected to rise in the following order:—First, the 1st Siberian Division, 4th Army Corps, a Cossack infantry brigade, a Cossack cavalry division and the 10th cavalry division, while, intermingled with these, there are a number of minor units to which we need not for the moment refer.

When all the above troops have joined the field armies the latter will include 12 army corps six rifle brigades, and nine divisions or brigades of mounted troops, units which, if and when complete, will more than provide the desired number of 500,000 men. But at present little more than half these numbers are available with the field armies.

The Russian War Office has made the mistake of subordinating the despatch of drafts to the transport of fresh army corps to the east of war. The result is that there will be a steady stream of drafts units up to the end of March at least, and that only then can the drafts begin to arrive in considerable numbers to make good the losses in the regiments that have suffered. To the Japanese it is immaterial which course their own army adopts, but for the Russians it would have been better to have sent the drafts first, so that the regiments might have incorporated them during the temporary lull in the operations. As matters stand the drafts will not begin to arrive until a little before the period assumed for the resumption of active operations. The intention is then to make up about 100 battalions and to despatch them to the front to make good the losses, but it is not a wise measure to swamp regiments with a crowd of new men and new officers during the progress of critical operations when such a hasty measure might have been avoided.

Given all the conditions, it is unlikely that the Russians will desire to recommence the war on a grand scale much before the end of April, nor can we believe that General Kuropatkin intended the battle of Hoi-kou-tai to assume the proportions to which it grew. By the end of April the Russian commander may hope to have 340,000 men under his command, and provided that no great disaster occurs it appears to be unlikely that any other force will be so named will subsequently be despatched eastward, since it is even uncertain whether the numbers already provided or foreseen can be maintained efficient for the purpose of war.

Such numbers as 340,000 men represent a great army, greater probably than any living general can effectively command, but at the same time it is right to recall that a year of unbroken defeat has necessarily diminished the fighting value of the Tsar's soldiers.

Without underestimating the skill of some Russian commanders and the bravery of their men, we cannot overlook the events of the past year, nor avoid to Russian numbers the same importance that they possessed a year ago.

The problem of providing necessary numbers, and of their supply and maintenance in a proper state to wage resolute war, has become much more serious than it was a year ago, when the objectives were much smaller and the resources of the theatre of operations were still intact. It is not likely that General Kuropatkin has either now or at any time, unassisted those resources which are now and supplies plainly required by the circumstances of his situation, nor that he has supplied, day after day, march apart, on his line of retreat. The country has been swept clear of much that cannot be replaced, and at Mukden falls and supplies from China fall, an additional strain will be thrown upon the exhausted Trans-Siberian. Prince Kudloff has worked wonders, but the problem of inducing a refractory canal to squeeze himself through the eye of an inconvenient needle is and remains insoluble. This Minister is indefatigable and optimistic as ever, but the further improvements he has devised upon the line are not calculated to come into operation for another six months at least. He has ordered 2,400 new trucks capable of containing 3 tons apiece and has in hand 500 new locomotives to draw heavier trains, and, when all these are delivered in September next, and heavier rails are laid throughout important sections of the line, he guarantees, subject to the concurrence of Japanese raiders, the equivalent of 22 trains of the present type a day.

But meanwhile he does not say that the sheds of the great engineering firms in Russia are choked with damaged engines and carriages and that the line itself is a constant source of anxiety, he does not tell us that there is a great want of trained hands despite a fourfold increase of the personnel and the impoverishment of other Russian railways; nor does he add that, despite his circum-bank line, traffic across the ice by sledge has had to be resumed. Moreover, the strikes at the great centres of industry, the anxiety in outlying provinces, the utter confusion and incoherence in Russian governing circles, the spread of the revolutionary agitation to the railway employees, and, last but not least, the tardy awakening of the Japanese to the possibility, to which we have frequently alluded, of action against the Russian line of communications, introduce a fresh set of complications, every one of which must cause serious disturbance in Russian plans, and in combination may leap the Russian army to the brink of the abyss of military disaster.

The situation of the Russian army is indeed precarious, and nothing that human foresight and energy can provide can radically alter the position save a crushing victory. Given that, hostilities on land, on a grand scale, will be renewed about the end of April, if the initiative remains with Russia, it is probable that the naval effort will be timed to correspond, and it is presumably hoped and intended that the Third Pacific Squadron, which left Lihau on February 15, will rejoin the flag before the passage of the Indian Ocean is begun.

This situation is partly favourable for Russia and partly the reverse. On the one hand, thanks to the important neutrality and boundless hospitality of France, a large Russian squadron interposes between Japan and Europe and exercises a certain influence upon the despatch of reinforcements from Europe to the East; Japanese naval force is drawn down towards the south and the severity of the guard upon Vladivostok by so much, but not very much, lessened. On the other hand, this distance so far from the theatre of war only indirectly and indirectly effects the course of operations, allows the Japanese navy a long rest for recuperation and repair, and enables the Japanese staff ample time not only to mass stores and supplies at the front sufficient to meet the possible case of a temporary capture of sea communications, but also to grant them a period of grace in which to despatch to their field armies all these resources and new levies

which have crowded the barracks and camps of Japan during the past three months. Without absolute and unconditional command of the sea the Russian cause on land is not greatly advanced. Short of this, the capture of Lian-tung and Port Arthur is impracticable, the invasion of Korea rather dangerous than profitable, and even victory on land probably doomed to sterility.

The plan has indeed been suggested that Russia, accepting victory as unattainable, should proceed to wear out the enemy financially by compelling Japan to maintain a large army in Manchuria for years, until in short, she sees for peace. But so long as Japan has this army in the field it will require occupation, weather permitting, and by reason of this occupation the face of military affairs will be little more than a series of minor changes. As a financier, Japan has made all her plans for the year, and her position is assured; Russia has, it is true, submitted a budget to the world in which the trifling cost of the war has occupied observation or remark, and it may well be that not a soul in Russia can truly say what the war costs, but it will certainly be found, when the matter is properly examined, that Russian expenditure, direct and indirect, due to the war is not a luxury that the Tsar's Empire can permit itself to indulge in for a term of years.

There is, of course, the apparent option for Russia of retreat to the interior. But it is not certain that retreat is possible without the destruction of the army. retreat now would entail heavy loss owing to want of housing facilities, severity of the weather, deficiency of supplies and magazines, and difficulties concerning water and forage, even apart from hostile pursuit. During the second fortnight in March the thaw will be in progress, and no great movements will be practicable save by railway, and astride this railway there may be hostile raiders. Early in April Newchwang will reopen for the Japanese, and when the ground is fit for movement the chances are that a numerically superior Japanese army will confront the Tsar's troops. Is the Russian army sufficiently solid, well led, and mobile to conduct a successful retreat under these conditions?

Kuropatkin has a strong garrison at Vladivostok which already trembles, remembering that the Russian army is a mere collection of its first bombardment, depots and other garrisons are scattered far and wide over the zone in Russian occupation while the recent and successful raid by Japanese cavalry upon the railway north of Mukden and the constant menace of the Manchus make it imperative to maintain the defensive guards in position on the line. Nearly 150,000 men are thereby absorbed upon duties distinct from those relating to active war, yet a party of 100 Japanese cavalry has already made a first irruption upon the line, and the pursuit of this detachment disclosed the presence of strong reserves. The Russian pursuers became in their turn the pursued, and the sequel of the story is still untold. [Abbreviated.]

ALLEGATIONS AGAINST CLERGY.

By the direction of the Bishop of Chichester, a special commission of inquiry sat at Worthing on Feb. 25th to investigate allegations against the clergy of St. Andrew's, Worthing, of having insisted on private confession as a necessary preliminary to confirmation. The instruction given by the Bishop to the commission precluded the admission of evidence from candidates themselves, but several persons testified that their children were refused presentation owing to their refusal to attend confession and for no other reason.

Both the clergy affected—the Rev. Ernest Thomas Finch and the Rev. Herbert Leslie Hart—denied this, and asserted that there were good reasons for not considering the candidates spiritually fit. Asked if he told one parent that he could not present any boy who did not make confession, Mr. Hart said he did not recollect of it, but that what he did say was that he expected boys to accept the truth of his teaching on the subject even if they did not practise it, and that he certainly could not present anyone who did not accept it as a part of the faith.

The Commission will report their finding to the Bishop.—Daily Graphic.

CHARACTERISTIC RUSSIAN TACTICS.

The confusion of Reuter's Agency that it was "hoaxed" with the premature and incorrect summary of the North Sea Report leaves but few Russians as illustration of tactics too familiar to make it necessary to search very far for the source of the imposture. The desperate need of doing something to break the fall of Russian prestige is proved by the unanimous silence with which the Maccos Press contemplates the genuine document. The foreign Press generally is constrained to recognize that the verdict has gone entirely in favour of Great Britain, and that the formality of censure on the offending Admiral is avowed only by inserting in the report a little of that nonsense which the wisest are understood to relish occasionally.

Reuter's St. Petersburg correspondent, telegraphing on 1st inst., says:—The findings of the North Sea Inquiry Commission have not yet been published in the Russian Press, and the general public is therefore absolutely ignorant of the decisions of the Court. The only mention that has been made of the matter is in a telegram containing a forecast of the decision which gives three points as having been decided in favour of Russia. Practically the whole of the Russian nation thus believes that the Commission decided against Great Britain, and the people will probably never know the actual findings.

THE TITLE OF THE RUSSIAN EMPEROR.

It is somewhat curious to note that the old-fashioned English spelling of the word "Czar," which Mr. Swinburne still adheres to, is generally now altered to "Tsar." The latter is the correct form, and probably represents the Russian spelling; but in the English style of "Czar" there is more clearly shown its derivation from the Roman imperial title of Cæsar, of which the "Kaiser" is a Teutonic heritage from the days of the Holy Roman Empire, while "Tsar" relates to the Byzantine tradition. But the word "Tsar" is practically never used in society in Russia. It is quite correct, but it would convey to a Russian ear the phrase "His Most Gracious Majesty" conveyed to an English ear. "Czar" is not Russian at all. "Tsaritsa" is, but the title is only used in ecclesiastical ceremonies. The common term for the Russian Emperor is "Gosudar," meaning Lord.—To-Day.

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Hongkong, 3rd October, 1900.

AMAZONS IN THE RUSSO-JAPANESE WAR.

As an illustration of the rubbish that Home readers enjoy, the following has interest:—

The courage of both combatants in the Manchurian Armageddon has been amply testified to by scores of eye-witnesses. The heroes of the struggle have however not all been men. The most dauntless bravery has also been shown by women, both in succouring the wounded on the battlefield and in the carnage of battle itself. The "Regiment" gives some instances.

Russia's best-known heroine is Vera Alexeyevna Stessel, the wife of the defender of Port Arthur. "While shells were bursting in scores around" wrote a refugee from the fortress, "and bullets were dropping like rain, Madame Stessel stood in the trenches calmly tending over the wounded men, soothing the dying with words of comfort." Madame Stessel proudly refused to leave Port Arthur when the siege began. "I must stay," she said, "because my husband is here, and because there is danger. In the face of death there is no question of fear."

A heroine of another kind is Helen Smolko, who dresses in Cossack clothes, and can wield a lance better than she can a rolling-pin. She has taken the male surname of Mikhailovitch. Helen, who learnt Chinese when a child, accompanies the Cossacks on their dangerous raids, interpreting for them, and fighting fiercely when attacked.

Another intrepid woman warrior was Alexandra Markoff, who enlisted in the 11th Siberian Regiment, and fought at Kuluksong, where she was killed by a shrapnel bullet. Alexandra's brother, a reservist of Yenenski, was terrified by the thought of war that he inflicted severe injuries on himself in order to escape service. Disguised by his cowardice, his sister impersonated him, and concealed her sex so well that it was not discovered until after her death.

After Liao-yang, according to the "Vostok," General Kuropatkin pinned the St. George's Cross upon the breast of Mariya Maravil; for an act of unexampled bravery. A shell burst over the field hospital in which she was working and killed the two surgeons and all their patients. Mademoiselle Maravil was stunned by the concussion, but when she came to she went into the firing-line, and taking a rifle from a dead soldier, shot at the advancing foe. The Japanese charged the trench with fixed bayonets, and killed nearly every one in it, but the brave girl soldier retired, and cheered on the remnant of soldiers until reinforcements arrived.

Of the conduct of the Red Cross nurses at the same battle, Captain Ural'sky writes:—"Our men were brave, but our women's bravery put them to scorn. Mademoiselle Lopatkin, though twice injured by shell splinters, continued to help the wounded and fire, and was helping a wounded Siberian to limp to the rear when she was killed by a bullet. Two other nurses got mixed up in the most ferocious bayonet fighting I have ever dreamed of, but they were cooler than any tough veteran of the war of 1877-78."

The Japanese women have not been behind the Russians in courage and self-sacrificing ardour. An Mikato's army the nurses with the field hospitals are supposed to be all men, but there are many instances of Japanese women who fought, or showed great courage under fire. An escaped Russian prisoner mentions three Japanese women who, attired in ordinary uniforms, accompanied General Oku's staff as interpreters. Before the war they were engaged as landresses at Vladivostok, and had thus learnt Russian thoroughly. "These girls," says the authority, "followed Oku and his staff into the most dangerous places, and when at Tashichiao one was wounded by a shell from our side she refused to go to the rear."

Among seven prisoners captured by the Russian General Mischechenko in August were two women, attired as men. "The Japanese non-commissioned officer," says a St. Petersburg

newspaper, "stated that they had fought at Kuluksong. They had been ordered, he said, by their parents to fight for Japan, and 'obeyed as obedient daughters.'"

"During the fighting around 'Kur-patkin's Eye,'" says another correspondent, "all the Japanese officers were shot down, but a tiny little soldier cheered on the valorous men, uttering shouts, and was captured by our men when the Japs retired. He turned out to be quite a young girl."

"One of the strangest things," writes a Russian correspondent, "is that though the Japanese refuse to allow women nurses in the field, many little Jap women are seen after every battle helping their suffering brothers. During the early morning fight at Notsung we charged up a slope which had just been swept by our artillery, and came upon a tiny little Japanese girl trying to drag a stout wounded soldier to shelter behind a rock. Further on we overtook a Japanese woman limping along. She had been wounded in the ankle."

DESERTING SAILORS' WAGES.

Learning that the Board of Trade had appointed a Committee to inquire into the alleged desertions from British Ships at foreign ports, the Merchant Service Guild addressed a communication to the Board stating that it was quite possible that during this Committee's inquiries, what they considered unjustifiable reflections might be made against Captains of Merchant ships generally. They therefore expressed the hope that the Board were making arrangements in order that the interests of Captains would be properly and fully represented on the Committee.

A reply has now been received stating that the following gentlemen have been appointed:—Mr. A. Bonar Law, M.P. (Chairman).

Rt. Hon. Sir James Ferguson, Bt., G.C.S.I., K.C.M.G., M.P.
Sir T.W.P. Blomfield, Bt., C.B.
Mr. Thomas Little Heath, C.B.
Mr. William Milburn.

By the terms of the reference the Committee are empowered to consider the operation of the existing Merchant Shipping Acts relating to a. the disposal of the wages of seamen who have deserted.

b. the recovery of distressed seamen and recovery of expenses incurred in the relief and conveyance of such seamen.
c. the collection of the wages and effects of deceased seamen.
d. the collection of fines levied on seamen due to H.M. Exchequer.

and to report what, if any, amendments of the Law are advisable.
The Board of Trade in conclusion state that from the terms of the reference the Guild will see that the Committee are not empowered to inquire into the general subject of desertions from British ships at foreign ports, but merely into the matter of the disposal of the wages of seamen who have deserted.

ONE OF THE FRATERNITY.

From America comes the following story. A young lady was going down a dark side street in New York when a man, muffled up to the eyes, stepped out of a doorway, and demanding her purse, asked her at the same time for her name. She gave him her purse, and proceeded to explain that her name did not matter, but that her father was well known as the head of the bakery trust; her uncle was almost equally well known as the head of the great pickle trust; her brother was famous as the head of the egg trust, and all her relations were ruling officers in different combinations. The man opened the purse, and returning it after extracting a few dollars, said, "Madam, I am but a mere footpad, but I realize there is honour among our fraternity, and it is a genuine pleasure to me to far-nut you with a restoration."

OXFORD AND CAMBRIDGE.

A curious incidental difference between Oxford and Cambridge is brought out by the contrast of their two dramatic societies. Oxford this week (Feb. 28th) performs the "Clouds"; Cambridge, on Saturday, celebrated the foundation of the club by that brilliant eclectic humourist (Sir Francis) Bernard. It was ordained at Oxford, partly through the influence of Jowett, that only plays of a strictly classical cast should be performed, and in many departments of life, corresponding with the distinction between may we say, Sir Francis Bernard and Professor Jowett, it may be made to appear that Cambridge leads in the more modern and Oxford in the more classical vocations. If Oxford has boasted more members of Parliament, Cambridge is much ahead in the sphere of applied science. If Oxford claims more writers on philosophic themes, among whom we may reckon an extraordinary number of journalists, Cambridge leads in humourists, among whom stand eminent the editor and assistant editor of Punch. The vast and voluminous correspondence on the Greek question is witness of the seriousness of the all-giances to the classics at Oxford; and though the storm centre has been Oxford, it is most probable that Cambridge, which ousted Euclid, will be the first to deny the necessity of Xenophon.

TOO GOOD TO BE NEW.

A journalist friend of mine, a man noted for the piquancy of his remarks on these authorities, was recently converted to the Salvation Army, and in a little got a job on the War Cry. "He can't swear at his editor now," it was said, and we mourned in Fleet-street as over a lost leader. But a little later he told us the story of his first row with his new chief, and though his rhetoric was somewhat chastened, his remarks had not lacked point. "I told the old chap," said my friend, "that I didn't think he had embraced all his opportunities when he went to the penitent form!"

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